

Maryland Historical Trust

Maryland Inventory of Historic Properties number: CH-381

Name: #8018 / WMD 224 over Reeder's Run

The bridge referenced herein was inventoried by the Maryland State Highway Administration as part of the Historic Bridge Inventory, and SHA provided the Trust with eligibility determinations in February 2001. The Trust accepted the Historic Bridge Inventory on April 3, 2001. The bridge received the following determination of eligibility.

MARYLAND HISTORICAL TRUST	
Eligibility Recommended <input checked="" type="checkbox"/> X	Eligibility Not Recommended <input type="checkbox"/>
Criteria: <input type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> D Considerations: <input type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> D <input type="checkbox"/> E <input type="checkbox"/> F <input type="checkbox"/> G <input type="checkbox"/> None	
Comments: _____	
_____	
Reviewer, OPS: <u>Anne E. Bruder</u>	Date: <u>3 April 2001</u>
Reviewer, NR Program: <u>Peter E. Kurtze</u>	Date: <u>3 April 2001</u>

*gms*

MARYLAND INVENTORY OF HISTORIC PROPERTIES  
HISTORIC BRIDGE INVENTORY  
MARYLAND STATE HIGHWAY ADMINISTRATION  
MARYLAND HISTORICAL TRUST

MHT NO. CH-381

**NAME AND SHA NO.:** 8018

**LOCATION**

**Road Name and Number:** MD 224 over Reeders Run

**City/Town:** Chicamuxen X vicinity

**County:** Charles

**Ownership:** X State    County    Municipal    Other

**Bridge projects over:**    Road    Railway X Water    Land

**Is bridge located within designated district?:**    yes X no  
   NR listed district    NR determined eligible district  
   locally designated    other  
Name of District   

**BRIDGE TYPE**

- Timber Bridge  
       Beam Bridge    Truss-Covered    Trestle    Timber-and-Concrete
- Stone Arch Bridge
- Metal Truss Bridge
- Moveable Bridge  
       Swing    Bascule Single Leaf    Bascule Multiple Leaf  
       Vertical Lift    Retractable    Pontoon
- Metal Girder  
       Rolled Girder    Rolled Girder Concrete Encased  
       Plate Girder    Plate Girder Concrete Encased
- Metal Suspension
- Metal Arch
- Metal Cantilever
- X Concrete  
       Concrete Arch    Concrete Slab X Concrete Beam    Rigid Frame  
       Other                      Type Name

**DESCRIPTION**

**Describe the Setting:**

Bridge 8018 carries MD 224 (Mason Springs Chicamuxen Road) over Reeder's Run in western Charles County. MD 224 runs in a generally north-south direction at this location; Reeder's Run flows east-west. This bridge is situated in a rural area that is heavily wooded and no buildings are visible from the structure. Bridge 8018 lies within the Tidewater physiographic province which consists of mostly flat or gently undulating terrain crossed by tidal streams and rivers.

**Describe the Superstructure and Substructure:  
(Discuss points identified in Context Addendum, Section C)**

Bridge 8018 is a single-span concrete girder bridge carrying two lanes of traffic. The span measures 44'-6" between abutments and has a clear roadway width of 24'-4". The bridge has an overall length of 46' and is skewed 55 degrees. The solid concrete parapets feature inset rectangular panels with W-beam guardrails attached to each end. The superstructure consists of concrete abutments and concrete wing walls. The bridge was built in 1928 and resembles standard state specifications.

The bridge remained in relatively good condition until the mid-1970s according to inspection reports from 1931 through 1974. Reports from the latter half of the 1970s indicate that the concrete was deteriorating due to salt, and abutments, wing walls, and parapets were cracking and spalling. Further, flood conditions caused severe scouring on the west abutment footer and upstream wing wall.

A survey of historic concrete beam bridges undertaken by the Maryland State Highway Administration in the Fall of 1995 identified 113 bridges of that type located throughout the state. Slightly more than two-thirds (76) of that total were single-span bridges.

**Discuss major alterations:**

Inspection reports from the 1990s indicate that repairs of the cracked abutments and restoration of the bearings on two girders have been undertaken. Also, scour protection was placed along the west abutments.

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**HISTORY**

**When Built:** 1928

**Why Built:** Statewide road improvement programs and local transportation needs

**Who Built:** Southern Maryland Construction Company, Baltimore, to 1928 standard state specifications

**Who Designed:** Unknown

**Why Altered:** N/A

**Was this bridge built as part of an organized bridge building campaign?:** No

This bridge was built during the Good Roads Movement era but was not one of the primary corridors slated for improvement.

**SURVEYOR ANALYSIS**

**This bridge may have NR significance for association with:**

☐ A (Events)   ☐ B (Person)   ☐ C (Engineering/Architectural Character)

**Was this bridge constructed in response to significant events in Maryland or local history?**

The improvement of Charles County roads most likely resulted from several events that occurred during the first three decades of the twentieth century. The original Good Roads movement was aimed toward improving the primary routes through the state as well as connecting roads between counties. A later impact of this crusade included the widening, straightening, and grading of secondary roads, and construction of new bridges to carry these rebuilt roads. Further, the rapid increase of automobile, truck, and bus traffic prompted the replacement of the existing narrow and weak bridges with new, wider, and stronger concrete structures. As time, labor, and money-saving plans created by the State Roads Commission (SRC), the establishment of district engineering offices during the 1910s and the development of standardized bridge designs also aided in the construction of modern bridges throughout the state. During the 1920s, emphasis of the SRC was on improving safety and comfort of main routes while building up the secondary roads and the farm-to-market network of feeder roads. By the 1930s, bridges believed to be adequate when initial road reconstruction was undertaken became unacceptable for modern traffic and many new structures were constructed.

**When the bridge was built, and/or given a major alteration, did it have a significant impact on the growth and development of the area?**

No, the construction of this bridge did not play an active role in the growth or development of this portion of Charles County.

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**Is the bridge located in an area which may be eligible for historic designation, and would the bridge add or detract from the historic and visual character of the possible district?**

No, this bridge is not located within an area which is eligible for historic district designation.

**Is the bridge a significant example of its type?**

Yes, due to its apparent lack of major alterations and fair condition, this bridge stands as a significant example of its type.

**Does the bridge retain integrity of the important elements described in the Context Addendum?**

Yes, this bridge retains integrity of its character defining elements. Although recent reports indicate that the structure exhibits signs of age and wear, including cracking and spalling of the parapets, abutments, and wing walls, none of these character defining elements has been replaced or removed.

**Is the bridge a significant example of the work of the manufacturer, designer, and/or engineer, and why?**

No, this bridge is not a significant example of the work of the manufacturer, designer, and/or engineer. This bridge was most likely built to standard state specifications, which corresponded to the structure's span length and year.

**Should this bridge be given further study before significance analysis is made, and why?**

No, this bridge should not receive further study.

**BIBLIOGRAPHY**

Crosby, Walter Wilson

1906      *First Report on State Highway Construction (May 1905-January 1906)*. The Johns Hopkins Press, Baltimore.

1908      *Second Report on State Highway Construction (January 1906-January 1908)*. The Johns Hopkins Press, Baltimore.

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Johnson, A.N.

1903      *Third Report on the Highways of Maryland (1902-1903).* The Johns Hopkins Press, Baltimore.

LeViness, Charles T.

1958      *A History of Road Building in Maryland.* State Roads Commission of Maryland, Baltimore.

Maryland State Highway Administration

1987-93      Bridge inspection reports. Located in the files of the Office of Bridge Development, Maryland State Highway Administration, Baltimore.

P.A.C. Spero and Company and Louis Berger and Associates, Inc.

1994      *Historic Bridges in Maryland: Historic Context Report.* Prepared for Maryland State Highway Administration, Maryland State Department of Transportation, Baltimore.

State Roads Commission of Maryland

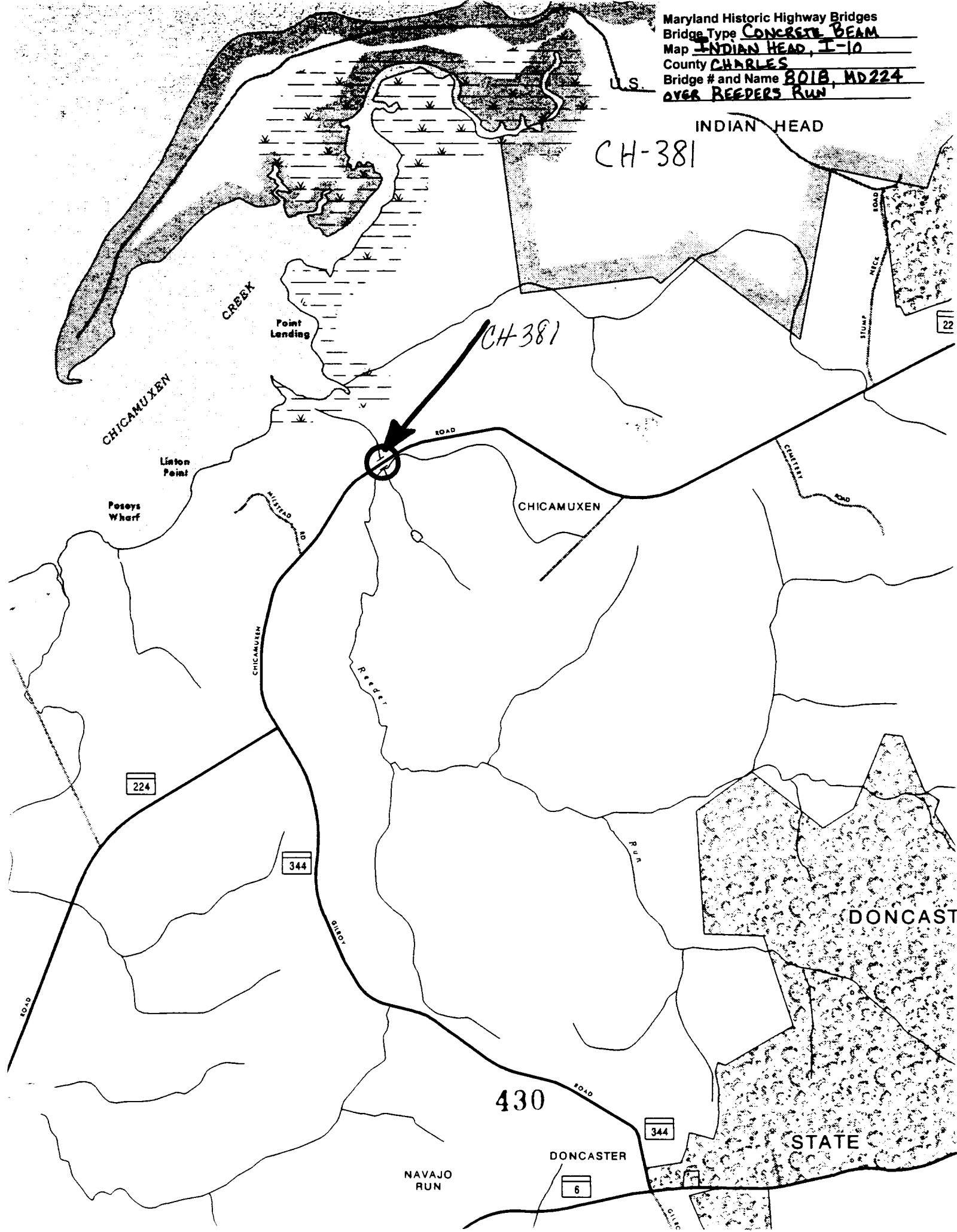
1930      *Reports of the State Roads Commission of Maryland for the Years 1927, 1928, 1929, and 1930.* State of Maryland, State Roads Commission, Baltimore.

1931-79      Bridge inspection reports. Located in the files of the Office of Bridge Development, Maryland State Highway Administration, Baltimore.

**SURVEYOR INFORMATION**

<b>Name:</b>	<u>Margaret A. Bishop and Michelle M. Lupien</u>	<b>Date:</b> <u>13 May 1996</u>
<b>Organization:</b>	<u>KCI Technologies, Inc.</u>	<b>Telephone:</b> <u>(717) 691-1340</u>
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Maryland Historic Highway Bridges  
Bridge Type CONCRETE BEAM  
Map INDIAN HEAD, I-10  
County CHARLES  
Bridge # and Name 801B, MD224  
OVER REEDERS RUN







1 OF 4

CH-381

BRIDGE # 8018  
CHARLES COUNTY

D. BHADUMIK

2-2-95

MARYLAND SHPO SHA

MD 224 OVER REEDER RUN

LOOKING SOUTH ON MD 224



2 OF 4

CH-381

BRIDGE # 8018  
CHARLES COUNTY

D. BHAKUMIK

2-2-95

MARYLAND SHPO SHA

MD 224 OVER REEDER RUN

LOOKING EAST (DOWNSTREAM FACE)



CH-381

BRIDGE # 8018

CHARLES COUNTY

D. BRAUMIL

2-2-95

~~MARY LAND SHPO SHA~~MD 224 OVER REEDER RUN  
LOOKING NORTH ON MD 224



4 OF 4

CH-381

BRIDGE # 8018

CHARLES COUNTY

D. BAUMIK

2.2-95

~~MARYLAND SHPO SHA~~

MD 224 OVER REEDER RUN

LOOKING WEST (UPSTREAM FACE)